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# SOUTHWEST CORRIDOR PROJECT NEWSLETTER



Rodney Jackson, Coordinator of the Educational Training Program, touring the Corridor with the trainees.

## SWCP Educational Training Program

On Monday morning, June 20, 1978 thirty high school students from the Southwest Corridor neighborhoods arrived at the Franklin Institute on Appleton St. and thus became the first participants in the SWCP Educational Training Program. These participants were selected from 135 applicants from Copley Square, Madison Park, Boston Latin, Roxbury, and Jamaica Plain high schools.

After a two-day orientation period, during which time the trainees learned about and toured the Southwest Corridor, the students began working in the various firms involved in designing the Corridor. In addition to working in the firms, they are also participating in classroom activities where they learn about planning, designing, and constructing a rapid transit line; mapping and drafting; model building; and photography. During the summer, the trainees are working a full 40-hour week and are employed by the firms.

The Summer Pilot Program will last ten weeks, ending on September 1, 1978. The SWCP office recently

employed Rodney Jackson as program coordinator who is responsible for designing and coordinating the Fall Program.

The firm of Wallace, Floyd, Ellenzweig, Moore, Inc. (WFEM) architects and planners, have designed the curriculum for the Pilot Program, and are responsible for the design and implementation of the educational part of the program. For information, call Rodney Jackson at 722-5903.



At the Dedication of the LRCC Townhouses

## CORRIDOR NEWS

no. 6

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## GOVERNOR ANNOUNCES CORRIDOR STATE PARK, DEDICATES LRDC HOUSES

Governor Michael S. Dukakis and Lt. Governor Thomas P. O'Neill visited the Southwest Corridor on June 14th for the dedication of 120 new townhouses known as Madison Park, Phase III. Madison Park was developed by the community-based Lower Roxbury Development Corporation. The Governor congratulated the residents and members of the LRDC for their hard work in restoring land blight-

ed by expressway takings. He said that the new townhouses and nearby Smith and Haynes Houses were proof that the decision not to build the Southwest Expressway and Inner Belt was correct.

The Governor also announced that the proposed 80-acre Southwest Corridor Parkland, running through now-vacant land between the South End and Forest Hills, will be

Continued on p.2

## Anuncia parque estatal dedica casas

El gobernador Michael S. Dukakis y el Vice-gobernador Thomas P. O'Neill visitaron el Corredor del Suroeste el pasado 14 de junio para inaugurar casas urbanas conocidas como Madison Park, Fase III. Madison Park ha sido desarrollado por la Corporación de Desarrollo de Madison Park (LRDC). El gobernador alabó a los residentes del vecindario y a los miembros de la LRDC por su buen trabajo en restaurar terreno

Continúa en la pág. 2

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## QUESTIONS

### ANSWERS

Why does the landscape have to be designed now, so far in advance of actual construction?

In any complex project like the Southwest Corridor, the design of one element like the landscape affects numerous other elements. Following are a few examples: The use of a deck influences the structural design of the box section which encloses the rails underneath the deck. The continuity of the regional trail has influenced the route of the

tracks. Landscape also influences the engineering of the streets which cross the corridor, the grading of the land, the entrances and other aspects of the design of the stations. If the landscape is not designed simultaneously with other elements, many desirable aspects of landscaping may be ruled out without good reason.

## QUESTIONS

### ANSWERS

What is the Department of Environmental Management, and what experience does it have in managing parkland?

The Department of Environ-

mental Management (DEM) is the Commonwealth's State Park Agency, which is currently managing more than 4 of a million acres of parkland in Massachusetts. Popular parks managed by DEM within the Boston Metropolitan Area include the Boston Harbor Islands State Park and Walden Pond State Reservation. State beaches managed by DEM include Salisbury Beach and Horseneck State Beach.

## QUESTIONS

### ANSWERS

I live near Back Bay Station, but I keep receiving mail pertaining to the Station Area Task

Forces of other stations. Is this necessary?

The Corridor Project is divided into three sections as well as eight SATF's. Residents are mailed material relating to each section, since many of the issues covered affect entire neighborhoods. Other material, like the Corridor News, is mailed throughout the entire Corridor. The MBTA prefers that residents get more information, rather than less.

For any addition, deletion, or change of address in the mailing lists, contact your Section Planner.

# GOVERNOR ANNOUNCES SW CORRIDOR STATE PARK, DEDICATES LRDC HOUSES

Continued from page 1

built by the MBTA as part of the Southwest Corridor Project. It will be managed and maintained as a state park by the Department of Environmental Management under Commissioner Richard Kendall. This park will bring the resources of the Commonwealth to the neighborhoods and become a source of pride for the whole region, noted Commissioner Kendall.

Over 200 residents, guests and public officials were on hand to congratulate LRDC and to join the Governor in praising all of the people who have helped to create a neighborhood instead of a super highway. John Eller, Executive Director of the Massachusetts Housing and Finance Agency which financed the new housing, directed special thanks to LRDC President Ralph Smith, calling him a man who says "why not" when everyone else says "why?"

Following the ceremonies, everyone toured the two, three and four bedroom single family townhouses all of which are two stories high with full basements and private back yards that adjoin play and sitting areas.

Continúa de la pág. 1

## Anuncia parque estatal dedica casas

baldío del que se iba a usar para construir carreteras.

Anadió que las nuevas casas, así como los edificios cercanos llamados Smith and Haynes Houses son prueba de que la decisión de no contruir las carreteras fue correcta.

El gobernador anunció además que el propuesto Parque del Corredor, com-

puesto de 80 acres de parques entre el South End y Forest Hills se construirá como parte dle corredor. El parque se administra y mantendrá como un parque estatal por el Departamento de Asuntos Ambientales, dirigido por el comisionado Richard Kendall. El parque traerá los recursos del estado a los vecindarios y será una fuente de orgullo para toda la región, anadió el comisionado Kendall.

## Programa de adiestramiento del Corredor

El pasado lunes 26 de junio 30 estudiantes de secundaria, residentes de los vecindarios del Corredor del Suroeste, llegaron al Instituto Franklin para matricularse como los primeros participantes en el Programa de Adiestramiento Educativo del Corredor del Suroeste. Los participantes fueron seleccionados entre 135 solicitudes de las escuelas secundarias de Copley Square, Madison Park, Boston Latin, Roxbury y Jamaica Plain.

Después de dos días de orientación, durante los cuales atendieron varias conferencias y dieron una gira del Corredor, los estudiantes comenzaron a trabajar en distintas firmas envueltas en diseñar el Corredor. Además de trabajar en las firmas, los estudiantes trabajarán en sesiones docentes donde



aprenderán sobre planificación, diseño, construcción de la línea de tránsito, así como dibujo técnico, cartografía, construcción de maquetas y fotografía. Durante el verano, los estudiantes trabajarán 40 horas semanales, como empleados de las distintas firmas.

El Programa Piloto durará diez semanas, ter-

minándose el primero de septiembre de 1978. La oficina del Proyecto del Corredor empleo recientemente a Rodney Jackson como coordinador del programa. Él será su responsabilidad implementar el programa que comenzará en el otoño. Para conseguir mas información, póngase en contacto con Rodney Jackson, tel. 722-5903.

## Parkland

Now that the Massachusetts Department of Environmental Management has been designated as future management agency for the Southwest Corridor Parkland, the all-important questions of maintenance and operations have become actual. How will the Department maintain the park? Will neighbors have a chance to participate in maintenance? Will the community have a chance to meet with the department in advance of the park's construction? To help the Department resolve these

questions the MBTA and its SWCP consultants have met with Department representatives to see how the design can help insure ease of maintenance. The SWCP Project Manager has recently announced that a Parkland Management Committee will be formed from interested residents to meet with the Department to discuss design and maintenance issues. Those interested should call Dan Ocasio at 722-5834.

## Parques

Ahora que el Departamento de Administración Ambiental ha sido designado como el

futuro administrador del Parque del Corredor, han surgido varias preguntas sobre el mantenimiento y la administración del parque. ¿Quién va a administrar los parques? ¿Podrán participar las comunidades en el diseño y administración? ¿Se podrán reunir con el Departamento antes de la construcción del parque? Para contestar estas preguntas, se formará un comité de administración de parques en que pueda participar cualquier miembro interesado de la comunidad. Para obtener mas información llame a Dan Ocasio al 722-5834.

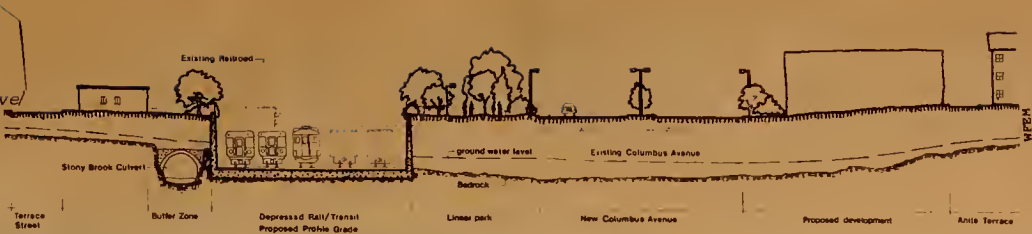
## Sec. I Cover

The Section I Neighborhood Committee/Cover Task Force has been discussing the design of the track cover for the area. Major issues have been the design of the ends of the streets which are perpendicular to the tracks, access from Mass. Ave to the cover, and ventilation shafts. It has been decided to have pedestrian access from Mass. Ave., but none for bicycles.

For more information, call Section I Planner Janet Hunkel, at 523-8300.



This section through the Corridor is taken near the proposed Cedar Street bridge in Roxbury. It shows some factors which have caused changes in the profile and alignment.



# PROFILE AND ALIGNMENT

The alignment (location of the route) and profile (how high or low the tracks are) for the Southwest Corridor Project was prepared in late 1977 in schematic form following the location presented in the Environmental Impact Statement. The alignment and profile have been further refined as a result of further investigations and field surveys in the Corridor. These investigations have revealed certain physical constraints that must be accommodated by the project. It must be understood, however, that in order to make any adjustment in the alignment, certain design criteria must be met. These criteria are based on the design of the actual transit vehicle, its ability to climb (or go up) a grade, required clearances between tracks and buildings or platforms, etc. These factors must be taken into account in making any changes in design.

For example, in the vicinity of the Forest Hills Station, the Arborway overpass and its supporting piers and foundations create a tight zone through which the railroad and MBTA tracks (and platforms)

must pass. The track alignment and profile was lowered to facilitate the New Morton Street crossing and the MBTA Green Line facilities. In the area of the Green Street Station, it was determined that the alignment would have to be shifted slightly to the west to provide adequate area for urban design elements, including the continuation of the Corridor Trail, and to permit the extension of Amory Street from Green Street to Williams Street.

In the area of the Boylston Street Station, the profile of the tracks was lowered to improve the profile of Boylston Street itself and also to improve access to a proposed deck adjacent to the south side of Boylston Street. The alignment of the tracks near the Jackson Square Station, adjacent to the Bromley/Heath Housing Project, was adjusted to permit the Corridor Trail to pass to the west of the station. The station platform and headhouse were located to the north side of Centre Street for these same reasons.

At the Roxbury Crossing Station, the Stony Brook culvert and the site of the proposed Roxbury Community College constrain the location of the tracks and platforms. From Ruggles Street to Back Bay, numerous obstructions and design considerations have required modification to the preliminary alignment proposed in late 1977. North of Massachusetts Avenue, the alignment has been shifted to the east and the profile of the tracks is deeper in the ground to permit Carleton Street and Claremont Street to be relocated on a slab above this section of track. Actual field survey indicated the widths between the Massachusetts Turnpike and the Heath Building and National Parking Garage were less than previously thought. The requirement was to accommodate this width constraint and still provide operational space for the seven proposed tracks including the two Boston and Albany tracks and platform, the two MBTA tracks and platform, and the three Amtrak tracks with

a center and side platform. The revised alignment and profile resulted in one side platform actually being located partially beneath the Heath Building and the National Parking Garage. Underpinning, or underground structural supports, will be required to preserve these buildings over the platform area. These modifications are the result of more in-depth engineering analyses than were performed during the Environmental Impact Statement phase and more complete field survey information. They are also due to numerous community considerations addressed in the E.I.S. As a result of the advanced engineering now being performed, and the active community participation program ongoing throughout the Southwest Corridor, it is felt that the alignment and profile as presently proposed incorporate the desires of the community without sacrificing engineering practicality and operating capabilities of the relocated Orange Line and the parallel railroad/commuter rail facilities.

## Cambian la ruta y el perfil

La ruta y el perfil del Corredor del Suroeste se prepararon a fines de 1977 según la información descrita en el Informe de Impacto Ambiental. Mas recientemente, la ruta y el perfil de la vía del tren han sido revisadas como resultado de investigaciones que se llevaron a cabo desde entonces.

Estas investigaciones han sacado a relucir varias restricciones físicas que el proyecto tiene que tomar en cuenta. Pero antes de que se ajuste la ruta del Corredor, los cambios propuestos tienen que llenar ciertos requisitos de diseño, que se desprenden de las características de los trenes;

de su habilidad de subir cuestas y doblar curvas, del espacio que necesitan los trenes, etc.

A continuación están descritos varios ajustes que se han hecho en la ruta y el perfil del Corredor, con una breve explicación de los factores que provocaron los cambios.

Cerca de la estación de Forest Hills, la ruta se alteró para que los trenes cupieran entre los pilares que sostienen el puente del Arborway. El perfil de la vía del tren se ajustó para facilitar el cruce tanto de la Calle New Morton como de los tranvías de la línea verde.

En el área de la estación Green, se realineó la ruta ligeramente hacia el oeste para acomodar el parque lineal del Corredor.

En el área de la estación Boylston se bajó el perfil de la vía para que la calle Boylston no tuviera que subir y bajar tanto, así como para mejorar el acceso a la cubierta que se construirá frente a la estación.

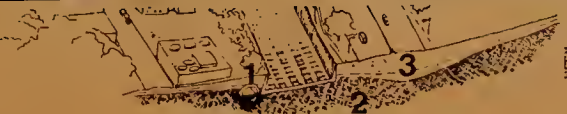
Cerca de Jackson Square, la ruta se ajustó para permitir que el parque lineal pase al oeste de la estación.

En el área de la estación de Roxbury Crossing, la cloaca del arroyo de Stony Brook (vea el dibujo en esta página) influyeron sobre la ruta

Al oeste de la estación de Back Bay, investigaciones de ingeniería demostraron que el ancho del Corredor era menos del que estaba establecido en el Informe de Impacto Ambiental. Esto hizo necesario que la vía del tren y una plataforma de espera se localizaran mas hacia el sur, por debajo de los edificios Heath y National Parking Garage. Esto dictó a su vez, la necesidad de diseñar estructuras subterráneas que sostengan los edificios.

Estas modificaciones de la ruta y el perfil son resultado de análisis de ingeniería mas profundo del llevado a cabo previamente, así como de los deseos y necesidades de las comunidades vecinas al Corredor.

derecha: algunos factores afectando la ruta y perfil.  
1. cloaca 2. subsuelo  
3. agua subterránea



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Schematic milestone design:

# Mass. Avenue Station



The Massachusetts Avenue Station will be located on the southwest side of Massachusetts Avenue over the MBTA and AMTRAK right-of-way. Access to the station will be provided from both sides of Mass. Ave. However, the en-

trance on the southwest side will be directly into the station, and the entry on the northeast side of Mass. Ave. will be via an underpass beneath Mass. Ave. This arrangement of entrances will allow patrons from

bus stops on both sides of the street to have safe and direct access to the station without having to cross Mass. Ave.

The station itself is divided into three levels: the entrance level at the street, the mezzanine unpaid area, and the train platform. The turnstiles and change booths will be at the mezzanine level giving the change booth operator full view of the entire station, including the underpass. The station platform will have an exit to Camden and Gainsborough Streets at the southwest end of the platform.

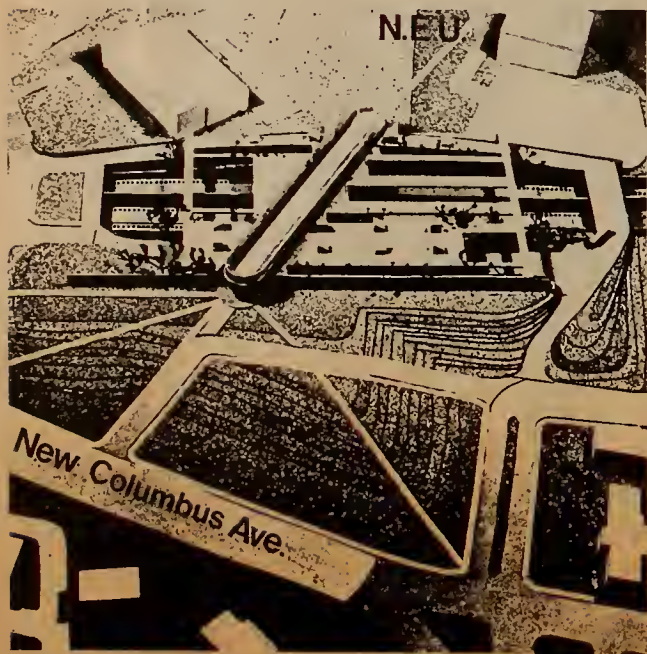
The scheme has potential for a direct connection to the Boston Arena, to possible future development on the Carter Playground site, and has enough space for the development of commercial space related to both Mass. Ave. and the station.

## en español

La estación de Massachusetts Avenue estará localizada al suroeste de dicha avenida, sobre las vías de la línea anaranjada y de AMTRAK. La estación será accesible desde ambos lados de la avenida; desde el nordeste de la calle, el acceso será mediante un túnel con ventanas que miran hacia la vía, que pasará por debajo de la Avenida Massachusetts. Este arreglo permitirá a los patrones de guaguas llegar a la estación sin tener que cruzar la avenida y exponerse al peligro del tránsito asegurando seguridad y conveniencia. La estación en sí está dividida en tres partes: La entrada, al nivel de la calle, un entresuelo donde estará el vestíbulo y la plataforma de espera.

Schematic milestone design:

# Ruggles Street Station



The Ruggles Street Station is seen as a pedestrian bridge across the transportation facilities (MBTA, commuter rail and buses) linking the Northeastern University area with the Parcel 18 area. The ends of the bridge are arranged to relate to Forsyth St. on the N.E. side (an existing pedestrian spine) and the center of Parcel 18 on the east side. The ends of the bridge are rounded nodal points, indicating their function as collectors of pedestrian traffic from various directions. This bridge slices through the roof covering the station at an angle which indicates the bridge's response to urban design issues around the station, while the more rectangular flat roof indi-

cates its response to transit operations and organization.

The bridge passes approximately over the center of bus waiting areas to decrease walking distances to the headhouse.

## en español

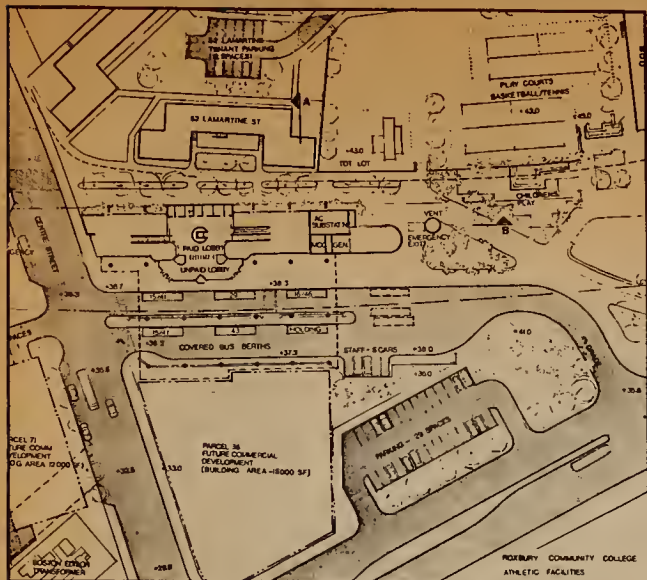
La estación de la Calle Ruggles se visualiza como un puente de peatones que cruza sobre las facilidades de transportación (guaguas, metro, y trenes de viajeros diarios) conectando la Universidad de Northeastern con el área de la Parcel 18.

La relación de este puente con las áreas de transportación se refleja en la forma del techo: El techo sobre el puente se levanta de su alrededor, expresando su función; el resto de la estación tiene un techo más rectilíneo.



Schematic milestone design:

# Jackson Square Station



The Jackson Square Station area is seen as a significant event in the Southwest Corridor, and the station design with its related de-

velopment, serves to strengthen the identity, sense of place, and unity of Jackson Square.

The vaulted roof form of the transit

station announces the linear nature of the rapid transit within, while providing a distinctive architectural feature to reinforce the west boundary of the square. It is complemented by the lower open, skylighted and ventilated bus canopy to the east which gives shelter to all patrons. Careful consideration has been given to the views of the station from all directions, to assure that its scale and massing relate properly to the environment. In addition, to the reconstructed street, the bus berths are screened by landscape planting.

The corridor park trail passes uninterrupted to the west of the station structure, providing a landscaped area between it and the adjacent Bromley Heath housing. This con-

tinuation of the park replaces the previous Lamartine Street with planting.

## en español

El diseño de la estación de Jackson Square, junto al desarrollo planificado a su alrededor, tiene la intención de reforzar el sentido de identidad y la unidad de Jackson Square.

La estación en sí está cubierta por una bóveda que refleja la naturaleza lineal del tránsito y define el borde oeste de Jackson Square. Esta bóveda está complementada por un techo más bajo que cubre el área de los autobuses.

El parque lineal del Corredor tiene un papel importante en el espacio de parque que rodea la estación, uniéndose a un área de recreación diseñada para la cubierta de la vía del tren y Albert Street Playground.

Schematic milestone design:

# Forest Hills Station



The New Forest Hills Station will be in the same general location as the existing Forest Hills Station. In addition to the new station there will be beneficial changes to the street pattern which surrounds it. New Hyde Park Avenue will include widened sidewalks and tree planting fronting the local businesses and additional off-street parking for shoppers. There will be a new alignment for Washington Street along the western side of the station and a new alignment for Morton Street north of the Casey High-

way overpass.

The station will be located at the end of the Corridor Parkland and its Regional Trail. At the northern end of the station new landscaping will restore the Arborway Park which was lost during the construction of the Casey Highway.

The Forest Hills Station will be an interchange among all the transportation services which the MBTA provides, including Green Line trolleys, buses, commuter rail trains, parking, and Orange Line rapid transit trains.

Upon entrance to the station, patrons will be able to walk under cover between the various modes of transportation without having to cross the path of buses or trains. These pedestrian areas are organized into two major concourses which will be naturally lighted and which will run the length of the station. Major bus unloading, Orange Line service and commuter rail service will be located on the western (Washington Street) concourse. Minor bus unloading and all bus loading are to be located on the eastern (Hyde Park Avenue) concourse. The two concourses are connected at the center of the station with stairs and elevators from the parking above and station related retail at each side. The parking will be located on the roof of the station and on one more level above that. It will only add 8 to 10 feet to the height of the station.

## en español

La nueva estación de Forest Hills estará localizada más o menos donde está la existente estación de Forest Hills.

Además de la estación, habrán cambios beneficios en la organización de las calles que la rodean. La nueva avenida Hyde Park incluirá nuevas aceras más anchas, con árboles, y estacionamiento para clientes de los negocios localizados allí. La calle Washington será realineada al oeste de la estación, y la calle Morton será realineada al norte del puente Casey.

La estación estará al final del parque del corredor y su trillo regional.

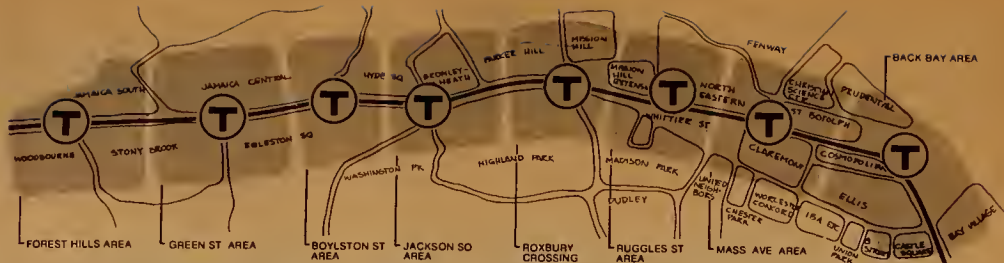
Al entrar a la estación, los usuarios podrán caminar bajo techo a los distintos modos de transportación sin cruzar el paso de trenes o de guaguas.

Jackson Square Station  
Architects: Huygens and  
Tappe/Turner Associates.

Forest Hills Station  
Architects: Cambridge Seven  
Associates/Robert Wilson, AIA.

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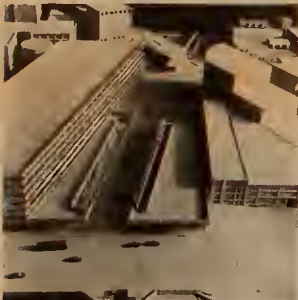




## Back Bay

The Back Bay SATF reviewed and supported the Recommended Station Concept at its last meeting on April 6, 1978. Design development of the station will become the focus of meetings beginning in the Fall.

The station architects, Kallmann, McKinnell, Wood/Bond Ryder, and the Ellis community will meet to develop noise canopy designs and street configurations for Charles St. and Cazenove St. in the Ellis Neighborhood. The canopies must not only effectively control noise, but also complement the scale and texture of the adjacent residential streets. Landscape design and the dead-ending of streets will also be discussed.



Model of the proposed new station for Back Bay. The roof is under further study. Maqueta de la nueva estación propuesta para Back Bay. El techo se está estudiando.

## en español

El comité de estación de Back Bay revisó y aceptó el concepto de diseño para la estación recomendado por los arquitectos, Kallmann, McKinnell, Wood/Bond Ryder. La reunión se llevó a cabo el pasado 6 de abril.

Durante el verano, los arquitectos se reunirán con la comunidad para desarrollar el diseño de pabellones acústicos que cubrirán la vía frente al vecindario Ellis, así como la configuración de las calles St. Charles y Cazenove.

## Mass. Ave.

The Mass. Ave. SATF reviewed and advised the MBTA of its support of the architect's Recommended Station Concept at its meeting on June 19, 1978. The concept, as explained on page 4 of this issue, is the result of the architect's synthesis of the ideas discussed in previous meetings.

The task force thought the design found the appropriate balance in a secure, convenient and interesting station. The underpass will be under the surveillance of the MBTA attendant in the collector's booth. It will also incorporate interesting elements, such as natural light, and glazing of the wall in order to see the trains passing on the nearby tracks.

The SATF met the following week, on June 26, with the Neighborhood Committee/Cover Task Force. At the meeting the joint committee recommended a pedestrian (but not bicycle) access way between Mass. Ave. and the Cover.

The S.A.T.F. will meet in the Fall to begin final design development of the Station Concept.

## en español

El pasado 19 de junio, el comité de estación (SATF) de Mass. Ave. revisó y aceptó el plano conceptual recomendado por los arquitectos. Este plano conceptual ilustrado en la página 4 de esta edición, es la culminación de ideas discutidas en reuniones previas.

El 26 de junio, el comité de estación se reunió conjuntamente con el comité que revisa el diseño de la cubierta en la sección I. Se decidió que habrá acceso para peatones, pero no para bicicletas, desde la avenida Massachusetts a la cubierta.

El comité de estación se volverá a reunir en el otoño para continuar desarrollando el diseño de la estación.

## Ruggles St.

On May 18, the Ruggles Street SATF met to review the Recommended Station Concept developed by the station architects, Stull Associates, Inc.

The SATF expressed satisfaction with the scheme but articulated some concern for access between Mission Hill Extension and the station. The architects acknowledged the importance of maximizing safety for local residents and promised to resolve this point by the next presentation.

On June 5, 1978 the Ruggles Street SATF met at the Mission Hill Extension Community Center to review the Recommended Station Concept and the plans for recreational development on the Ruggles Street Deck. Approximately 40 adults and youths attended the meeting which involved verbal critiques of the drawings and a recreational planning exercise prepared by Roy Mann Associates. With few exceptions the recommendations of the consultants were accepted.

Future activities for the SATF will include further exploration of deck uses and refinement of parcel profiles for adjacent land areas.

## en español

El 18 de Mayo de 1978, el SATF de Ruggles St. se reunió para revisar el plan conceptual que recomendaron los arquitectos, Stull Associates, Inc. para dicha estación.

El SATF expresó satisfacción con la esquema, pero se expresó el deseo de proveer acceso a la estación desde los proyectos de Mission Hill. Los arquitectos reconocieron la importancia de este issue y prometen resolver el problema en su próxima presentación.

El 5 de junio del '78 el SATF se reunió en el centro comunal de la extensión de Mission Hill.

## Roxbury Crossing

In recent months the Roxbury Crossing SATF has expressed concern for more decking in the Mission Hill Area.

The project EIS clearly shows the effects of the new train traffic in the realm of noise and air quality. Both are well within the standards for the SWCP. The SATF would like more decking so as to expand the areas available for neighborhood use.

While the MBTA cannot include additional decking in the project at this time, it has asked the consultants to examine the cost and sources of funds for such work in the future at Mission Hill and elsewhere in the SWCP. The implications of future decking in current design will also be studied.

The station architects, Jung/Brannen and Castro-Blanco, have begun design of the Roxbury Crossing Station, and have presented their scheme for review. Among the critical elements within the design are access across Columbus Avenue via a pedestrian bridge and planned commercial development both within the station and on adjacent parcels. Resolution of these and other issues will occur during the months to follow.

## en español

Durante los últimos meses, el SATF de Roxbury Crossing ha articulado preocupación por el impacto de la nueva vía de tránsito en la calidad del aire y el ruido ambiental en el área.

El SATF, por lo tanto, ha recomendado que se extienda la cubierta de la vía entre las áreas de Mission Hill y Bromley Heath, que actualmente se planifica como una vía abierta al aire libre. Además, hay preocupación por el potencial de desrupción de las comunidades durante el proceso de construcción.



Left to right: Hispanic Meeting at Club Hispano, joint Green St.-Boylston St. SATF, Forest Hills SATF.

Izquierda a derecha: reunion hispana en Club Hispano, SATF de Boylston y Green, SATF de Forest Hills.



## Jackson Sq.

The Jackson Square Station Area Task Force has been discussing proposed land uses for several parcels in the area.

Jackson Square has a relatively small amount of vacant land in public ownership. At the same time, it is surrounded by different communities which have expressed the need for different kinds of land uses - light industry, housing or commercial development. As a result, the possibility of multiple uses on some parcels is being investigated, as is the possibility of using a former shoe factory site for light industrial use.

Other issues discussed at the SATF have been the use of the deck and the integration of the Albert Street playground into the Corridor Parkland.

A new moderator will be elected in the fall.

## en español

El SATF de la estación de Jackson Square ha estado discutiendo el uso que se le dará a varias parcelas en el área.

Jackson Square tiene relativamente poco terreno de propiedad pública. A la vez, lo rodean distintas comunidades con distintas prioridades para el uso de las parcelas - algunos favorecen industria liviana, otros vivienda, otros desarrollo comercial. Se está estudiando, por lo tanto, la posibilidad de usos múltiples en distintas parcelas, así como la posibilidad de usar una antigua fábrica de zapatos para uso industrial. La parcela 71 la usará el Departamento Estatal de Obras Públicas.

Otros issues que se han discutido en el SATF han sido el uso de la cubierta, y la integración del campo de juegos de Albert Street al paisaje del Corredor.

Se escogerá un nuevo moderador en el otoño.

## Think of a new name

Since there is already a Boylston Station downtown on the Green Line, the "Boylston Street Station" in Jamaica Plain should be given a new name. Lamartine? Stony Brook? You are invited to submit your ideas to Don Grinberg, HNTB, Suite 3050, Prudential Center 02199 (tel. 267-6710).

## Boylston St.

The Boylston St. Station Area Task Force met on May 30 to consider development feasibility in the station area. Two distinctly different points of view were advocated, and no clear consensus has yet emerged. Some residents advocate small sympathetically-scaled housing on some of the available parcels. On the other hand, other residents prefer to see more parkland, or where appropriate, light industry in order to provide more jobs in the neighborhood.

In addition to the regular SATFs in Section III, two meetings for Hispanic residents and businessmen in the area have been held to provide an update of progress on the SWCP.

## en español

El SATF de Boylston St. se reunió el 30 de mayo para discutir el potencial de desarrollo en el área de la estación. Algunos residentes sugieren vivienda a pequeña escala, otros prefieren ver más parques o industria liviana que provea empleo en la comunidad.

Además de los SATF's en la Sección III, han habido dos reuniones para hispanos en el área. Se dictó en éstas el impacto que tendrá el demoler la actual línea de tránsito de Washington St.

## Green St.

As a follow-up to the combined Green-Boylston SATF meeting in April, when the SATF advised that there be a vehicular access road across the Minton St. Deck, another joint SATF meeting was held on June 21 to consider the recommended parkland program and concept design. The SATF supported the consultants' recommendation to locate the east-west street at the northern end of the Minton St. Deck and stressed the importance of traffic signals and "speed bumps" at key locations.

Responses to almost one hundred parkland use questionnaires were summarized by the consultants, Roy Mann Associates, and incorporated into the proposed parkland concept plan. This plan includes an open Village Green on the Deck opposite the Boylston St. Station, tennis and basketball courts, child play areas, adult sitting and game areas, community gardens, and the Corridor Trail. Residents felt good about the plan principles and expressed interest in including baseball, street hockey, maintenance facilities, and educational features as well as in community participation in open-space management.

## en español

Los comites de area de estación (SATF) de las estaciones de Green St. y Boylston St. se volvieron a reunir conjuntamente el pasado 21 de junio para recomendar un programa y un concepto para el diseño de los parques. Los residentes estuvieron de acuerdo con localizar la calle que cruzará el corredor al Norte de la cubierta de Minton, St., e hicieron hincapié sobre la importancia de señales de tráfico en las esquinas principales.

Se recogieron respuestas de más de cien cuestionarios sobre el diseño de los parques.

## Forest Hills

After a period of intensive design in response to a revised program, the station architects, Cambridge Seven Associates/Robert L. Wilson presented the Recommended Station Concept to the SATF on June 15. Based upon recommendations from the community, the various consultants, and MBTA operations, the Green Line "turn-around" and extra tracks will be located in the area of the existing yards rather than south onto the station site as previously planned. The architects feel that they have reached a well thought out design that can satisfy the neighborhood and the MBTA. Community concern about the impact of the garage and traffic continues to be strong, but some residents agree that the proposed 500 parking space scheme would improve traffic circulation and property values in the area.

The SATF has also considered ways of integrating proposed city improvements to the Forest Hills area with the permanent design of the transit facility. Any short term improvement should be consistent with the permanent facility.

## en español

Trás un periodo intenso de diseño, los arquitectos Cambridge Seven Assoc. Robert L. Wilson presentaron al SATF, el pasado 15 de junio, el concepto recomendado para la estación. Basándose en las recomendaciones de varios asesores, del MBTA y la comunidad, los arquitectos han localizado la línea de tranvías "Green Line" en el área donde están hoy día, en vez de localizarla dentro de la estación. La comunidad sigue preocupada por el impacto potencial de una estructura de estacionamiento para 500 automóviles. No hay apoyo en la comunidad para un edificio que estacione 1500 carros.

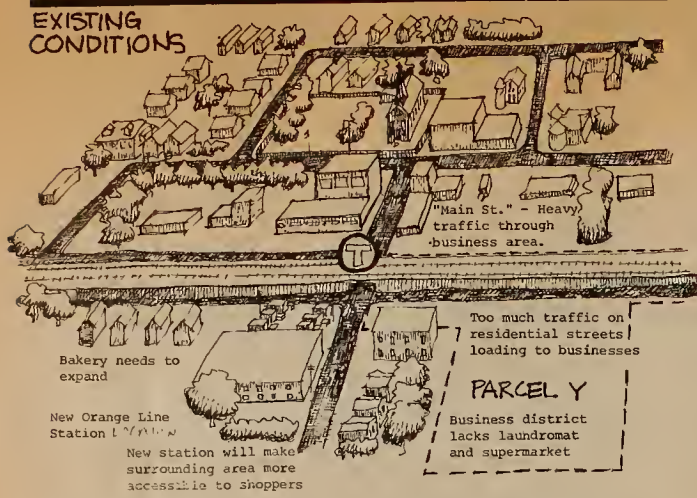


If you are a long-time resident of one of the communities along the Southwest Corridor, you have watched the land cleared for Interstate 95 lie idle for years. Now that the Corridor Project is becoming a reality, the question arises: What is going to happen

on that land? The Station Area Task Forces are considering questions regarding development in the Corridor. As part of the effort to give the SATF's a handle on development issues, the SWCP development consultant, Charles Hilgenhurst Associates,

has prepared a "Parcel by Parcel Description." This document analyzes each parcel of land in the Corridor right-of-way that has potential for development, looks at it in the context of the surrounding communities, summarizes the potential for commercial, housing or other

kinds of land use, and studies the scale of development that seems possible. Below is a description of how this process is done, using an imaginary parcel in the Corridor. Other approaches to development will also be used.



# Parcel Description

## Phase I: The Community

Phase I of the Corridor Project examined each of the SWCP communities and answered a number of questions for each area. Typical questions included:

- 1) What is its recent history?
- 2) What is its age, employment, and racial breakdown?
- 3) What is its standard of living?
- 4) What is its land used for?
- 5) How does its transportation layout work

(What are the main streets, etc.?)

- 6) What types of new development does it desire?

**PRODUCT:** By responding to issues like these, a broad understanding of the factors which will determine new development, including the needs and wants of the community, was established.

## Phase IIA: Possibilities

In this phase, information from Phase I was used to analyze what could be built on each parcel (e.g. housing, office, retail, open space, etc.). These "assumptions" (or potential uses) for each parcel were tested against such criteria as:

- 1) The parcel size
- 2) Adjacent traffic (both vehicular and pedestrian), parking, and traffic volume
- 3) Building, type and size, allowed by zoning
- 5) Community desires

**PRODUCT:** The outcome was an evaluation of the feasibility (as opposed to desirability) of a small number

of proposed uses for each parcel. These uses were discussed with the community and other agencies to insure that all issues associated with each proposed use were adequately covered.

**PARCEL PROFILE**

**COMMENTS:** Parcel Y is suitable primarily for moderately-priced family housing with the possibility of some retail along Main St. Community residents are very interested in residential development at this site because of population growth pressures. Commercial space was also considered desirable.

## Phase IIB: Strategies

This is the present stage of work. After identifying proposed uses for each parcel, the community will be asked to express its feelings about what development (if any) would be desirable for each parcel.

In those cases where development is called for, an implementation strategy will be formed by analyzing the answers to questions such as:

- 1) Who will the developer be?
- 2) How is the Project to be financed? Is there any public funding available?

- 3) What controls should there be on development?
- 4) When can different parcels be developed?

**PRODUCT:** This process will occur first on certain parcels which are capable of "early action" developments (parcels which have the best chance for quick development because they are away from the track construction). These parcels will serve as the first opportunity for new houses, stores, and other uses in the Corridor.

### PARCEL Y DEVELOPMENT POSSIBILITIES

COST BY TYPE	FUNDING SOURCES FOR HOUSING	FUNDING SOURCES FOR RETAIL
1 Family Home Square Ft. 1200 Bedrooms 3 Total Const. Cost: \$36,000 Sales Price: \$36,500	Federal 1. Section 202 - Housing for the elderly 2. Section 8 - Housing assist. Funds, etc.	Federal 1. Small Business Administration - 501 & 502 Loans to Small Businesses through development agencies. 2. Small Business Loans - Regular loans to small businesses.
Terrace Houses - 4 Units/Building Square Ft. 1000 Bedrooms 2 Total Const. Cost: \$29,000 Sales Price: \$29,500	State 1. Chapter 667 - Elderly Housing Assistance 2. Chapter 121a - Tax benefits 3. Land Cost Write-down	Local 1. Restore - Assistance in Store Front Revitalization, etc.
Small Retail - (e.g. small retail establishments) \$30/SF (approx.)		

## Phase III: Implementation

This phase completes development planning and includes the beginning of development on certain early action parcels. "Developer's kits" - based on the parcel profiles presented at SATF's - will be prepared for all parcels which provide developers with the kind of information they need to begin development. This information will include controls that the community has advised the community coordinator to establish through the SATF process on the type of use, scale, parking, etc. which should be provided on each parcel.

### "DEVELOPER KIT"

Design Controls	Height Limit - 30'
Parking	1.5 cars/unit
Materials	Wood or Brick
Public Open Space	Playground, landscaped areas around units
Landscaping	Large trees to screen complex from streets and other area buildings
Cost Breakdown - Terrace Housing, 4 units/building	
Square Feet	1000
Bedrooms	3
Total Sell - ing Price	\$29,500
Net Average Monthly Cost - Funding	\$350/mo. MHFA Loan

Small Retail (Laundry, Drug Store, Small Grocery, Small Dress Shop)  
5 Stores @ 1000 SF = \$150,000  
1 Store @ 2000 SF = 60,000  
Total Price \$210,000  
Funding Source - Small Business Loans

En la próxima edición, este artículo saldrá en español.  
right: a sketch of possible mixed development for Parcel Y, showing terrace houses and a small commercial center with retail and services.

